



COUNCIL QUESTIONS & ANSWERS

Meeting date: Standing Committee February 20, 2023

1. Zoning Amendment – Mount Sima

a. What is the anticipated timing for the construction of the access road?

The Government of Yukon has no anticipated timeline to construct the service road from Lorne Road to the three heavy industrial lots that currently have direct highway access.

The Yukon government anticipates construction of a short extension of McFadden Way to access the proposed new Service Industrial lot in 2024, following YESAB and subdivision approvals, and detailed design and trail realignment. Tentative lot release date is 2024.

b. What is the history of the land use designation(s) in the area north of McFadden Road?

1999 – An Area Development Scheme (a type of “Master Plan”) was developed which identified residential uses along the highway, with greenspace separating it from industrial uses along Mount Sima Road. Apart from a small area of existing residential use, the majority of the land allocated for residential use was never developed.

2002 – The 2002 Official Community Plan (OCP) implemented the Area Development Scheme plan and designated the area “Natural Open Space”. Policy 8.6.7 of the OCP stated that new Industrial Service areas that abut residential designations should have a minimum 200m buffer.

2010 – The 2010 OCP changes the designation of the area. Policy 8.2.2 required a 200m buffer between new industrial designations that abut a residential designation.

2020 – Recommendation 9 of the 2020 Commercial Industrial Land Study recommended extending the Industrial and/or Commercial Industrial Mixed Use zoning to areas zoned Future Planning in the Mount Sima area as a precursor to infill development.

2023 – The proposed 2040 OCP changes the designation to Greenspace. Proposed policy 15.6.6 allows for the 200m buffer between residential and light industrial designations to be removed, but the 200m buffer is nevertheless implemented in this instance through the Greenspace designation.



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2. Land Disposition portion of Selkirk Street

How was the public and youth engagement approach structured – why were Grade 5 students selected for the specific engagement?

Several public and youth engagement activities were used to capture issues, challenges, and ideas for developing the Active Travel Plan. This included engaging all grades of school children on several fronts.

There were two evening “charrette” style events that were open to all Riverdale residents, students, and their families. All school classrooms participated in a “hands up” student survey put together by the consultants.

The scope of the project engagement was limited to one focus group activity during school hours. The consultant, in partnership with Selkirk Street school administration, chose the grade 5 class for that more in-depth student engagement.

3. Development Incentive – 10 Eldorado Drive

a. What external funding is anticipated to available/part of the project?

Council of Yukon First Nations (CYFN) has secured funding for approximately 90% of the projected capital budget, including approximately \$9.4M from Canada Mortgage and Housing Corporation, up to \$2.5M from federal sources, a land contribution from the Yukon government, and approximately \$106,000 from CYFN funds.

b. What has CYFN indicated the risk is to the project, if the City does not fund the request and/or in addition to what is provided for under the applicable development incentives policies?

CYFN has indicated it is actively pursuing additional funding sources to cover the remaining 10% of the capital budget not currently covered by anticipated federal/territorial or other funding sources, which includes the municipal development incentives request to City of Whitehorse.

If City incentives are approved, CYFN will be eligible to apply for the Yukon government’s Municipal Matching Rental Construction Program, which matches municipal tax grant commitments with a capital grant, up to a maximum of \$500K.



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CYFN has also made an application to the Housing Initiative Fund through Yukon Housing Corporation, which funds capital projects up to a maximum of \$1M. It remains unclear whether the Housing Initiative Fund will consider funding the project for the maximum amount.

CYFN has indicated that the City's Tax Grant incentive process poses an uncertainty on the budget. Although the Tax Grant portion of the City's incentives is not included in the capital budget (the tax grant would contribute to reducing the operating cost for 10 years), it directly affects eligibility for the Municipal Matching funds from the Yukon government, which would be paid up-front, and contribute to the overall project's capital budget.